

HONOLULU PRESS.

VOLUME I.

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NO. 86

PLEASURE AND PAIN.
(Lord Houghton.)
Who can determine the frontier of Pleasure?
Who can distinguish the limit of Pain?
When is the moment the feeling to measure?
When is experience repeated again?
Ye who have felt the delirium of passion,
Say, can you sever its joy and its pang?
Is there a power in calm contemplation
To indicate each upon each as it hang?
I would believe not; for spirit will languish
While sense is most alert and creation
And life will be dearer and clearer in anguish,
Than ever was felt in the throbs of delight.
See the Fakoor as he swings on his iron,
See the thin burn that starves in the will;
Think you no pleasures the penance environ,
And hope the sole bliss which Pain is beguiled?
No! In the kingdom those spirits are reach-
ing—
Vain are our words the emotions to tell;
Vain the distinctions our senses are teach-
ing.
For Pain has its Heaven and Pleasure its Hall!

WAS IT A BROKEN NECK?
A Railroad Official Tells of a Stagnant Case.
(Chicago Times-Star.)
"Yes, I used to believe that when a man's neck was broken that it was all over with him," said Samuel Stevenson, general passenger agent the other day. "But I lost all faith in broken necks by the case of one of our brakemen. He fell between a couple of cars at Carthage and was horribly crushed. His head was bent over on his breast, and the large bones which you find in the back of your neck came through the skin. When they got him out from under the cars he was said to be dead by the bystanders. I could feel that his heart was faintly palpitating, however, and immediately sent for the Carthage doctor. He said that the brakeman was as good as dead, even though the heart still beat.
"Then I sent for the Longview physician, but they only shook their heads and said the case was utterly hopeless. I didn't know what to do, and as we couldn't stay there all day I had the injured man put in the baggage-car and we started for the city. In passing through the train a little later I saw an old doctor, a distinguished surgeon in his day, a friend of mine, by the way, and I asked him if he could help me. He came and looked at the poor fellow, and then after examining him said there was one chance in a hundred for life.
"We'll have to take it," I said.
"Get two men to hold the man's feet," said the doctor. I got the men, and then the doctor, bracing his feet against the wounded man's shoulders, took hold of his head and gave a steady, powerful pull. There was a sudden crack, like the snap of a whip, and the head seemed to fall back into its place. After a moment or two the brakeman slowly opened his eyes, looked around in a dazed fashion, and finally said in a weak voice:
"Why, Mr. Stevenson, is that you? How did I come here?"
"Well, to make a long story short, the doctor told him he must go to bed for a few days and be perfectly quiet. He did go, and to-day, although this happened years ago, is as hearty and hale as if his neck had never been broken."

How Does Predict the Weather.
(Scientific American.)
Die Natur contains an article by Herr Emmerich, of Luitpold, on German bees as storm warners. Numerous observations, the writer advances tentatively the theory that, on the approach of thunderstorms, bees, other wise gentle and harmless, become excited and exceedingly irritable, and will at once attack any one, even their usual attendant, approaching their hive.
A succession of instances are given in which the barometer and hygrometer foretold a storm, the bees remaining quiet, and no storm occurred; or the instruments gave no intimation of a storm, but the bees for hours before were irritable, and the storm came. He concludes, therefore, that the conduct of bees is a trustworthy indication whether a storm is approaching, or that a storm district or not, and that, whatever the appearance, if bees are still, one need not fear a storm.
A Recollection of Professor Morse.
(Chicago Tribune.)
Florence, the actor, tells this little story: "I can remember," he said, "years and years ago, going to a dinner down in Fourteenth street, given to Morse, the telegraph inventor. He was an elegant old gentleman, but when he got on his legs to talk he was awful long-winded. I had a friend with me. We listened to Morse's speech, while he predicted great things for telegraphy. I remember he predicted, too, that some day men would be able to talk over the wires for distances of fifty miles, and that every ship that left harbor for an ocean voyage would be connected with the land by wire. When he got that far my friend said, 'What rot!' and we went out. I have often remembered how foolish his talk seemed to me. Yet it has been all realized, except as regards ship at sea. I believe even that will come about some day."

A Flameless Gaslight.
(Chicago News.)
Euston station, in London, is lighted by a new light which seems to possess many advantages. Ordinary coal gas mixes in about the proportion of one to eight of common air, is supplied under the usual gas service pressure to burners over which are placed caps of platinum. The mixture, when lighted, burns without flame around the cap, which is raised to a brilliant white heat by the combustion. The light is perfectly steady, there being no flame, and is not affected by wind or rain. More than twice as much light is obtained with a given consumption of gas as by the old system. Twenty burners replace fifty of the old kind, and satisfactorily light a platform 900 feet long.
Does Tobacco Protect?
(Exchange.)
Cholera failed to strike a single one of the 4,000 women employed in the national tobacco factory at Valencia, Spain, though the disease raged violently in that city, and the Medical World recalls that tobacco workers were also noticed to enjoy exemption from attack during an epidemic at Amsterdam.
It is noted that the bodies of Chinese soldiers in Tonquin were left untouched by the cholera and were completely uninfected. Opium pickle did it.

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6th yr. 100.00 450.70 2,245
7th yr. 100.00 450.70 2,520
8th yr. 100.00 450.70 2,795
9th yr. 100.00 450.70 3,070
10th yr. 100.00 450.70 3,345
11th yr. 100.00 450.70 3,620
12th yr. 100.00 450.70 3,895
13th yr. 100.00 450.70 4,170
14th yr. 100.00 450.70 4,445
15th yr. 100.00 450.70 4,720
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Williams, Photographer, No. 100 Fort Street, Honolulu;
Or at Office of the I. L. S. N. Co. on the Esplanade.
27-1
INTER-ISLAND
Steam Navigation Comp'y,
(Limited).
Stmr. W. G. Hall (Malulu).
BATES.....Commander
Will run regularly to Maunaloa, Maui, and Kona
and Kauai, Hawaii.
Steamer Planter (Littloe).
CAMERON.....Commander
Leaves every Tuesday at 5 P. M. for Nawiliwili,
Kona, Ellice and Waimea. Returning, will leave
Nawiliwili every Saturday at 4 P. M., and touching
at Waialeale and Waimea Wednesdays, and arriving at
Honolulu every Sunday at 5 A. M.
Steamer Iwaulani.
FERMAN.....Commander
Will run regularly to Hama, Maui, and Kailua
Isle, Honolulu and Punaluu, Hawaii.
Steamer C. R. Bishop,
MACALEER.....Commander
Leaves every Friday at 8 A. M. for Waialeale,
Kona, Ellice and Waimea. Returning, will leave
Waialeale every Tuesday at 4 P. M., and touching
at Waialeale and Waimea Wednesdays, and arriving at
Honolulu every Sunday at 5 A. M.
Steamer James Makee,
WEIR.....Commander
Will run regularly to Kapa, Kauai.
For further particulars inquire at the office of Inter-
island Steam Navigation Co., Honolulu.
J. E. NA, T. R. FOSTER,
243-294 Secretary, President.
PACIFIC NAVIGATION CO.
(limited).
Coasting and Commission Agents.
COR. QUEEN & NUUANU STREETS, HONOLULU.
Regular vessels for the ports of
Maluku on Maui
Laupahoehoe, Hanalei, Pailaka and Hilo on
Hawaii;
Koloa, Hanalei and Waimea on Kauai, and
Waialeale on Oahu,
And any other ports when inducements offer.
Persons having freight for any part of the Islands,
or direct shipments from Honolulu will do well to en-
quire first of the Pacific Navigation Co., before making
final arrangements.
Goods intended for shipment by any of our vessels,
received and stored free of charge in our warehouse,
loading at any time. Apply to the captain on board,
or to
Manager Pacific Navigation Co.
21-1
SCHOONER DOMITILA.
J. PAIKO, Master.
Total—Reichsmark 107,650,000
The Agents of the above Company, for the Hawaiian
Islands, are prepared to insure Buildings, Furniture,
Merchandise and Produce, Machinery, etc., also Sugar
and Rice Mills, and vessels in the harbor, against loss
or damage by fire, on the most favorable terms.
210-251
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BISHOP & Co., AGENTS.
ESTABLISHED 1835.
Unlimited Liability to Stockholders.
Assets—Reichsmark \$7,000,000
Reserve—Reichsmark \$3,000,000
INCOME FOR 1884:
Premiums received after deduction of re-
insurance—Reichsmark 5,000,000
Losses promptly adjusted and paid here.
213-254
UNION MARINE INSURANCE COMPANY
of San Francisco.
CASTLE & COOKE, AGENTS.
15 d 1875. 210-251

Shipping.
Wilder's Steamship Company.
(Limited).
New Route to the Volcano
Via Keauhou.
ROUTE AND TIME TABLE
THE KINAU
KING.....Commander
Leave HONOLULU, H. I., at 5 o'clock P. M.,
each week. Touching at Lahaina, Maui, Kailua,
Maui, Mahukouhi, Kailua, Laupahoehoe and Hilo,
Hawaii, and will make two trips to the Volcano each
month, leaving Honolulu on the first Monday following
the arrival of the mail steamers from San Francisco.
When the steamers arrive on Monday the KINAU will
leave on that day.
PASSENGER TRAINS will connect with the
Kinau at Mahukouhi.
The KINAU WILL TOUCH at Honolulu and
Punaluu on down trips from Hilo for Passengers if a
signal is made from the shore.
The steamer KINAU will make the Volcano Trip,
reaching Keauhou on Wednesday morning, giving
Tourists two days and two nights at the Volcano
House.
Tickets for the round trip \$50, which pays all
charges.
The KINAU will arrive in Honolulu Sunday morn-
ing on Volcano Trips. On Hilo Trips, will leave
Honolulu on Tuesdays, and return Saturday morning.
LIKELIKE.
LOHMEYER.....Commander
Leaves Mondays at 5 P. M. for Kilauea, Kailua,
Hilo, Hana and Kilauea; and for Kilauea, Mo-
kuaia and Hana every other week. Returning will stop
at the above ports, arriving back Saturday morning.
—For mails and passengers only.
THE KILAUEA HOUSE.
WEISBARTH.....Commander
Leaves regularly for Punaluu, Kilauea, Oahu,
Kilauea, Honolulu, Laupahoehoe, Hilo and Omo-
ka.
THE LEHUA.
DAVIES.....Commander
Will leave regularly for same ports as the Kilauea
House.
TREKOKOLI.
MCGREGOR.....Commander
Leaves each Monday at 5 P. M. for Kilauea, Kailua,
Hilo, Hana, Hana and Kilauea; and for Kilauea, Mo-
kuaia and Hana every other week. Returning will stop
at the above ports, arriving back Saturday morning.
S. G. WILDER, Pres. S. B. ROSE, Sec'y.
25-1
OCEANIC STEAMSHIP CO.
THE NEW AND ELEGANT STEAMERS
Mariposa & Alameda,
Will leave Honolulu and San Francisco on the
FIRST AND FIFTEENTH OF EACH MONTH.
Passengers may have their names booked in ad-
vance by applying at the Office of the Agents.
Passengers by this line are hereby notified that they
will be allowed 50 pounds of baggage free by the
Overland Railway when traveling East.
Excursion Tickets for round trip, \$125.
Good to return within six months of the date of issue.
Good to return by any of the Company's Steamers
within ninety days.
Merchandise intended for shipment by this line
will be received free of charge in the Company's
New Warehouse, and receipts issued for same. Insurance
on merchandise in warehouse will be at owner's risk.
WILLIAM G. IRWIN & CO.
25-1
New York & Honolulu Packet Line
[MESSRS. C. H. GROSSMAN & BROS.]
Will dispatch about December 1, 1885, a First-Class
Vessel from New York for this Port direct.
Merchants and Others
Wishing to Ship by this Favorite Line will please for-
ward their Orders as early as possible.
Very Truly, Etc.,
CASTLE & COOKE.
Honolulu & N. Y.
28-1
FOR SAN FRANCISCO.
The Magnificent Steamship
"AUSTRALIA,"
BROUGH.....Commander
Will leave for the above port on or about
DECEMBER 15th.
For freight or passage, apply to
74-104 H. HACKFELD & Co., Agents.
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SPECIAL FRANCHISES are: Ornamental Penmanship,
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